





4.45 p.m.

**The China Mail.**  
HONGKONG, THURSDAY, FEBRUARY 21, 1890.

**LOCAL AND GENERAL.**

**STRAHMS PASSED SUBZ OAMAM.**  
(S'PARED THROUGH SEVER.)

OWARD, BOON—Wilmington, Hall,  
Dana, 10; Glasgow, Boston, 3; San-  
Jan, 3; Boulder, Nerla, 6 1/2; An-  
dres, 2; Edua, 10; W. Halding,  
Huron, 13; Kutoon, 20; N.Y., 24; Can-  
ton, 24; 27; Oceanic, Wittenberg, 31;  
Chicago, Indianapolis, Portsmouth, Anapa,  
Feb. 3; Pittsburg, Polignone, Har-  
bin, 3; 4; 5; 6; 7; 8; 9; 10; 11; 12; 13; 14;  
10; Bayern, Pyrus, Polignone, Har-  
bin, 4; 14; 15; 16; 17; 18; 19; 20; 21; 22; 23; 24; 25; 26; 27; 28; 29; 30; 31; 32; 33; 34; 35; 36; 37; 38; 39; 40; 41; 42; 43; 44; 45; 46; 47; 48; 49; 50; 51; 52; 53; 54; 55; 56; 57; 58; 59; 60; 61; 62; 63; 64; 65; 66; 67; 68; 69; 70; 71; 72; 73; 74; 75; 76; 77; 78; 79; 80; 81; 82; 83; 84; 85; 86; 87; 88; 89; 90; 91; 92; 93; 94; 95; 96; 97; 98; 99; 100; 101; 102; 103; 104; 105; 106; 107; 108; 109; 110; 111; 112; 113; 114; 115; 116; 117; 118; 119; 120; 121; 122; 123; 124; 125; 126; 127; 128; 129; 130; 131; 132; 133; 134; 135; 136; 137; 138; 139; 140; 141; 142; 143; 144; 145; 146; 147; 148; 149; 150; 151; 152; 153; 154; 155; 156; 157; 158; 159; 160; 161; 162; 163; 164; 165; 166; 167; 168; 169; 170; 171; 172; 173; 174; 175; 176; 177; 178; 179; 180; 181; 182; 183; 184; 185; 186; 187; 188; 189; 190; 191; 192; 193; 194; 195; 196; 197; 198; 199; 200; 201; 202; 203; 204; 205; 206; 207; 208; 209; 210; 211; 212; 213; 214; 215; 216; 217; 218; 219; 220; 221; 222; 223; 224; 225; 226; 227; 228; 229; 230; 231; 232; 233; 234; 235; 236; 237; 238; 239; 240; 241; 242; 243; 244; 245; 246; 247; 248; 249; 250; 251; 252; 253; 254; 255; 256; 257; 258; 259; 260; 261; 262; 263; 264; 265; 266; 267; 268; 269; 270; 271; 272; 273; 274; 275; 276; 277; 278; 279; 280; 281; 282; 283; 284; 285; 286; 287; 288; 289; 290; 291; 292; 293; 294; 295; 296; 297; 298; 299; 300; 301; 302; 303; 304; 305; 306; 307; 308; 309; 310; 311; 312; 313; 314; 315; 316; 317; 318; 319; 320; 321; 322; 323; 324; 325; 326; 327; 328; 329; 330; 331; 332; 333; 334; 335; 336; 337; 338; 339; 340; 341; 342; 343; 344; 345; 346; 347; 348; 349; 350; 351; 352; 353; 354; 355; 356; 357; 358; 359; 360; 361; 362; 363; 364; 365; 366; 367; 368; 369; 370; 371; 372; 373; 374; 375; 376; 377; 378; 379; 380; 381; 382; 383; 384; 385; 386; 387; 388; 389; 390; 391; 392; 393; 394; 395; 396; 397; 398; 399; 400; 401; 402; 403; 404; 405; 406; 407; 408; 409; 410; 411; 412; 413; 414; 415; 416; 417; 418; 419; 420; 421; 422; 423; 424; 425; 426; 427; 428; 429; 430; 431; 432; 433; 434; 435; 436; 437; 438; 439; 440; 441; 442; 443; 444; 445; 446; 447; 448; 449; 450; 451; 452; 453; 454; 455; 456; 457; 458; 459; 460; 461; 462; 463; 464; 465; 466; 467; 468; 469; 470; 471; 472; 473; 474; 475; 476; 477; 478; 479; 480; 481; 482; 483; 484; 485; 486; 487; 488; 489; 490; 491; 492; 493; 494; 495; 496; 497; 498; 499; 500; 501; 502; 503; 504; 505; 506; 507; 508; 509; 510; 511; 512; 513; 514; 515; 516; 517; 518; 519; 520; 521; 522; 523; 524; 525; 526; 527; 528; 529; 530; 531; 532; 533; 534; 535; 536; 537; 538; 539; 540; 541; 542; 543; 544; 545; 546; 547; 548; 549; 550; 551; 552; 553; 554; 555; 556; 557; 558; 559; 560; 561; 562; 563; 564; 565; 566; 567; 568; 569; 570; 571; 572; 573; 574; 575; 576; 577; 578; 579; 580; 581; 582; 583; 584; 585; 586; 587; 588; 589; 590; 591; 592; 593; 594; 595; 596; 597; 598; 599; 600; 601; 602; 603; 604; 605; 606; 607; 608; 609; 610; 611; 612; 613; 614; 615; 616; 617; 618; 619; 620; 621; 622; 623; 624; 625; 626; 627; 628; 629; 630; 631; 632; 633; 634; 635; 636; 637; 638; 639; 640; 641; 642; 643; 644; 645; 646; 647; 648; 649; 650; 651; 652; 653; 654; 655; 656; 657; 658; 659; 660; 661; 662; 663; 664; 665; 666; 667; 668; 669; 670; 671; 672; 673; 674; 675; 676; 677; 678; 679; 680; 681; 682; 683; 684; 685; 686; 687; 688; 689; 690; 691; 692; 693; 694; 695; 696; 697; 698; 699; 700; 701; 702; 703; 704; 705; 706; 707; 708; 709; 710; 711; 712; 713; 714; 715; 716; 717; 718; 719; 720; 721; 722; 723; 724; 725; 726; 727; 728; 729; 730; 731; 732; 733; 734; 735; 736; 737; 738; 739; 740; 741; 742; 743; 744; 745; 746; 747; 748; 749; 750; 751; 752; 753; 754; 755; 756; 757; 758; 759; 760; 761; 762; 763; 764; 765; 766; 767; 768; 769; 770; 771; 772; 773; 774; 775; 776; 777; 778; 779; 780; 781; 782; 783; 784; 785; 786; 787; 788; 789; 790; 791; 792; 793; 794; 795; 796;

### Steamers Expected.

THE T. K. R. S. *Nippon Maru*, with the AMERICAN MAIL, left Kobe on Friday, the 17th Feb., and may be expected here on or about Thursday, the 23rd Feb.

The C. O. S. S. S. *Empress of Japan*, arrived at Shanghai at 4 p.m. on Saturday, the 13th Feb., and left again at 3.30 p.m. on Sunday, the 13th Feb., for Hongkong, where she is due to arrive at noon, on Wednesday, the 22nd Feb.

The C. P. R. C. S. *Tientsin* left Yantai on the 19th Feb. for Hongkong and is expected to arrive here on 25th Feb.

day, the 19th Feb., at 9 p.m. for this port via Saigon.

The P. M. S. S. S. *City of Rio de Janeiro*, with mails &c., left San Francisco for this port on the 1st Feb., via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai.

The U. C. O. S. S. *Coptic*, with mails &c., left San Francisco for this port, via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai, on the 11th Feb.

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*Steamers Expected.*

The N. O. I. S. S. *Bormida* left Singapore for this port on the 15th Feb., and is due to arrive on about the 21st Feb.

The steamer *Endring*, from Amboyna and London, left Singapore on the 15th Feb., for this port.

The S. S. *Lightning*, from Calcutta, left Singapore for this port on the afternoon of Feb. 18th.

The N. Y. K. S. S. *Omni Maru* left Yantai on the 19th Feb. for this port, on the 13th Feb., and is expected to

we here on the 28th of  
P. Co.'s a. s. Lennox  
thud. Or for Japan.

The C. O. S. Co.'s steamer *Belgian* King left San Diego on Thursday, 2nd Feb., for Hongkong, via Yokohama, Kobe and Shanghai.

The N. P. Co.'s s. *Glenlogie* sailed from Tacoma, for Japan and Hongkong, on the 17th Feb.

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**TOMMY Hudson's Surprise Party** is having a successful run at Calcutta.

in a day or two in-to

*Grafton.*

WE draw attention to the advertisement appearing in our columns relating to the Buffalo Lodge.

THE China and Manila Steamship Company steamer *Diamante* left home about a week ago in charge of Captain Cobban.

ith Karatsu coal, and

On Monday, a lot of Crown Land Barker Road was sold by public auction. The lot comprises 24,900 square feet, and was sold to Mr W. Newton for \$2,491.

LIEUTENANT Townsend, of the King's Own Regiment, died at Liverpool on 14th January, from wounds received in action

Co.'s forces.

00. THE Post Office will be closed at noon Wednesday, the 22nd, and Thursday, 23rd inst. Letters for the Peak may be posted up to 11.30 a.m., for Hongkong.

Box will be kept open.

After lying in sections for several months at the Knowlton Depot, it has been decided to send the light draught gunboat Woodcock to Shanghai, and she will be carried freight by a steamer leaving Hongkong about the end of the month.

The Douglas steamer *Hatching* has been delayed at Aden to make good some defects in one of her boilers. She was sighted 21st January, in lat. 12-08 N. and long. 154 E., by the P. and O. steamer *Formosa*, returning to Aden to have her boiler repaired.

IS AT THE DOCKS:—  
M.S. Kaiser, Beech

Isle de Cuba; Isle de Luzon; E  
H.I.G.M.S. Princess Wilhelme, Frym, Ch  
H.I.G.M.S. Moero, St. Mark, Marthe  
*Onomopolim*—Don Juan de Aus  
Pina Nang.  
*Aberdeen*—Hut Ping.

OUR OWN MANUFACTURE are the best Pig  
for this climate, warranted to stand  
thing, low prices and easy terms.—R  
son FINE CO.



A case of death occurred on February 10, on board the P. and O. steamer *Dorchester*, at Kobe. Mr. P. Bulley, the second engineer of the ship, expired quite suddenly in his cabin. The cause of death was heart disease.

The return of the number of cases of communicable disease notified as occurring last week shows there was one case of enteric fever, one case of scarlet fever (on H.M.S. *Powerful*), and three cases of smallpox, of which two were in the harbour and one at Yau-mat.

REUTERS TELEGRAMS.

[RECEIVED TO THE CHINA MAIL.]

**THE FRENCH PRESIDENTIAL ELECTION.**

London, February 19, 1890.

The election of M. Loubet was supported by the Radicals and Democrats and that of M. Meline by the Moderates and Anti-Dreyfusites. An article by M. de Beaurepaire published on Saturday violently attacks M. Loubet, accused him of, under Premier, shielding Baron Reinach from prosecution in the Panama scandal.

Hostile demonstrations with shouts of "Panama" marked M. Loubet's return to Paris. M. Delandrieu harangued the mob and invited a great demonstration against the present régime on the occasion of the late President's funeral. Disturbances which continued until past midnight resulted in forty-six injured persons and two hundred and fifty arrests.

The Anti-Dreyfusite papers denounced the election as a public misfortune and M. Loubet as a mediocrity tainted with the Panama scandal. The Moderate journals and the Revisionists eulogized M. Loubet's uprightness and pro-Union and pacific tenor.

REWARDS FOR LORD KITCHENER.

Sir Michael Hicks-Booth will submit a vote of £30,000 to the House of Commons for the purchase of an annuity for Lord Kitchener.

WEATHER REPORT.

The following notices are issued from the Observatory:—

On the 21st at 11.40 a.m. The barometer has risen slightly on the S. of China, fallen considerably on the E. coast. Pressure is highest over N. China, and a depression is moving Northwards to the West of the Loo-Choo. Gradual step in the North, moderate in the South. Forecast:—fine, with rain at first, probably improving later.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

The thirteenth annual general meeting of Humphreys Estate and Finance Co., Ltd., was held today at the Registered Office of the Company, Nos. 38 and 40 Queen's Road Central. Mr. H. Humphreys presided. The others present were:—Messrs J. A. Jupp, G. C. Cox, A. H. Manocell, J. A. Tarrant, and W. C. Taylor (Secretary).

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen, the Report and Statement of accounts have been in your hands for some days, so with your permission, I will take them as read. You will observe that the Report shows an increase over 1897 of \$8,194.18, and we estimate the current year will show a still larger increase under this heading. The Company, with a rent roll sufficient in itself to pay a fair dividend, and valuable land at Kowloon in reserve, available for new buildings, will thus have a very sound position. The 260 Dock shares held by the Company as a temporary investment on Slat Dock, and against which they had borrowed \$50,742.38 from the Hongkong Bank were sold in the early part of the year, as money was required to pay for newly-acquired properties and to provide for payments due on building contracts; and you will notice in this connection that there has been an increase during the year of \$174,524.87 in the amount invested in property about half of which is represented by new purchases and about half by the sale of old property. You will notice amongst the assets, an item of \$500.00 "Deposit with Hongkong Government." This forms part of our contribution to the West End Park scheme. As the amount has to be repaid by the Government under certain eventualities, we have not considered it advisable to write it off. The Park when finished, should greatly improve the lettable value of your Richmond Estate property. The whole of our building operations during the past year have been confined to Kowloon. We completed the terrace of 8 houses known as Granville Avenue in March last, and the 4 houses known as "Orchard Villa" in November. We commenced the erection of another terrace of 7 houses in the early part of the year. These are nearly finished, and have been all let from completion at remunerative rates. At the last meeting of shareholders, we informed you we had acquired five good building lots at Yau-mat. Payment for these was made in shares carrying dividend from 1st January 1898. On one of the lots we are putting up 12 detached Chinese houses, which are now nearing completion, and should be ready for occupation by the end of March. On this side of the water we have done no building, but we have acquired a large and valuable estate on the Peak Road, comprising 114 lots, Nos. 1147, Sec. A, I, Lot 1146, I, Lot 1206 and I, Lot 1466. All these lots are built on with the exception of 1. Lot 1486, upon which we are anxious to put up two fine houses as soon as possible. Our building programme for this year provides also for another fourteen houses at Kowloon. At present we have no houses to let anywhere. If there are any questions to ask, I shall be pleased to answer them.

No questions being asked, the Chairman proposed the adoption of the Report and Accounts.

Carried.

The Chairman proposed the re-election of Mr. Manocell as auditor.

Carried.

The Chairman:—That is all the business of the meeting. Dividend warrants are now ready and can be had by application at the Office. Thank you for your attendance.

HONGKONG RACE MEETING.

1899.

Stewards:—His Excellency Sir Henry A. Blake, G.C.M.G.; His Excellency Vice-Admiral Sir Edward H. Seymour, K.C.B.; His Excellency Major-General W. J. Gascoigne, C.M.G.; Rear-Admiral S. O. Holland, R.N.; Lieutenant-Colonel The O'Gorman, G.S.O.; Hon. J. J. Bell-Irving, Hon. Q. P. Chater, C.M.G.; D. Gilles, Esq.; R. M. Gray, Esq.; C. F. Harton, Esq.; J. Jackson, Esq.; Hon. F. H. May, C.M.G.; and Hon. T. H. Whitehead.

Clerks of the Scales:—Lieut.-Col. The O'Gorman, G.S.O.; and C. F. Harton, Esq.

Judge:—Hon. C. P. Chater, C.M.G.

Assistant Judge:—Hon. F. H. May, C.M.G.

Starter:—M. Grotto, Esq.

Second Starter:—A. S. Anton, Esq.

Hon. Treasurer:—J. O. Peter, Esq.

Clerk of the Course:—T. F. Hough, Esq.

FIRST DAY, Tuesday, 21st February.

The breakdown of the weather yesterday had greatly upset arrangements and calculations for the great annual racing carnival of the Colony, and it was somewhat of a surprise to many on awaking this morning to find that the rain had abated. It was a cold, raw overcast morning, however, and the mist on the Peak and hanging over the Valley did not bode very pleasant weather. An old saying to the effect that if it holds fair till noon dry weather for the remainder of the day is assured, proved its inaccuracy to-day, for the rain fell heavily after the seventh race. The roads were very muddy, and the dampness of the course made going heavy.

Notwithstanding the odd weather, there was a very large attendance round the rails, and the private stands, gay with flags and bunting, were filled with spectators. H. E. Sir Henry Blake, G.C.M.G., Lady Blake, Miss Blake, Viscount Salsdale, A.D.C., and Major Somerville were early in attendance; H. E. Major General Gascoigne, Vice-Admiral Sir E. H. Seymour and Rear-Admiral Holland being also present. Special arrangements had been made for the comfort of the spectators in the enclosure, a wooden flooring having been laid down round the Grand Stand to the special stands. A covered band stand was occupied by the band of the Royal Welsh Fusiliers, which discoursed an excellent programme of music during the afternoon.

The Stewards and other officials—not forgetting the Clerk of the Course—were to be congratulated on the excellence of their arrangements and the punctuality with which they were carried out. Mr. Grotto officiated in his old position as starter with Mr. Anton as his assistant. The professional mode of starting, in vogue at home, was introduced with excellent effect for the first time on this course. By this method the jockeys take the signal to start solely from the white flag in the hands of the assistant judge, the drop of the judge's flag being only observed by his assistant.

The finish of the Wong-nei-chong Stakes was a complete surprise. Mr. Moller riding *Ute* with excellent judgment to the winning post and taking the old experienced jockey, Mr. Master, completely unawares. Mr. Burkill rode *Ultimatum* in the Valley Stakes with fine dashing style, and secured first place.

Chief Inspector Mackie and a body of Police maintained order at the race course, and a party of Police regulated the traffic to and from the Happy Valley.

THE WONG-NEI-CHONG STAKES.

A sweepstakes of \$5 each with \$100 added; second pony to receive \$50; for China ponies; weight for inches as per scale; griffins on date of entry allowed 3 lbs.; subscription griffins of this season, 1898-99, allowed 7 lbs. Half a mile.

Captain Lambton's *Ute* (Mr. Moller), 11.1 1

Mr. John Peel's *Grasshopper* (Mr. Master), 11.1 2

Mr. Glenday's *Cairngorm* (Mr. Cumming), 11.1 3

Mr. Buxey's *Wood Rose* (Mr. Wullemier), 10.12 0

Punctually at gun-fire the flag was dropped to an excellent start. *Grasshopper* took the lead on the rails and maintained his advantage till the straight, when *Ute* came out on the outside and with a long, steady stride gained rapidly on the leader. At the Grand Stand *Ute* and *Grasshopper* were abreast, but Mr. Moller, riding with fine judgment, secured first place by about a neck. Time—1.03.

THE 'VICTORIA' STAKES.

A sweepstakes of \$10 each, with \$250 added; second pony to receive \$50; for China ponies; weight for inches as per scale. One mile.

Mr. Derick Hunter's *Sundowner* (Mr. Burkill), 11.1 1

Mr. Glenday's *Forest King* (Mr. Cumming), 11.4 2

Mr. Buxey's *Tule* (Mr. Wullemier), 11.4 3

Mr. John Peel's *Queen'sberry* (Mr. Master), 11.1 0

Mr. Orr's *Rockwood* (Mr. Moller), 11.7 0

A fairly even start was made, with *Rockwood* and *Forest King* leading. They went round in a bunch over the bridge and up the hill, when the two leaders went away slightly from the pack. *Rockwood* having a slight advantage over his companion. Going down hill *Forest King* gained slightly and the others closed up on *Rockwood*. The ponies entered the straight on fairly even terms, when *Sundowner* was pushed forward and raced with *Forest King* for first place. They passed the stand racing at a very stiff pace, *Sundowner* increasing his lead, and winning from *Forest King* by two lengths; *Tule* rose third. Time—2.19.

THE MAIDEN STAKES.

A sweepstakes of \$5 each with \$50 added; second pony to receive \$25; for China ponies; weight for inches as per scale; griffins on date of entry allowed 3 lbs.; subscription griffins of this season, 1898-99, allowed 7 lbs. Three quarters of a mile.

Mr. John Peel's *Yellow Dwarf* (Mr. Master), 10.10 1

Mr. Buxey's *Rose de France* (Mr. Wullemier), 10.12 2

Mr. Derick Hunter's *Malvern* (Mr. Burkill), 10.12 3

Mr. David's *Dunedin* (Mr. Royall), 11.3 0

Mr. John Peel's *Minster* (Mr. Crutchebank), 10.12 0

Mr. Raynell was riding *Dunedin* 3 lbs. overweight. Maintaining went away, with *Yellow Dwarf* at his heels. Mr. Master, determined to secure the race, rode hard up the hill and had a lead of about two lengths before the Black Rock was reached. Down the hill, *Yellow Dwarf* was still riding hard, while *Malvern* fell back and ran with *Tule*. At the entrance to the straight, the ponies took the outside of the course and were ridden home easily, with a safe distance separating each pony. *Yellow Dwarf* won by three lengths, about five lengths separating the second and third. Time—1.39.

THE VALLEY STAKES.

A sweepstakes of \$5 each with \$200 added; first pony to receive 70 per cent; second pony to receive 30 per cent; for China ponies; weight for inches as per scale; subscription griffins of this season, 1898-99, allowed 7 lbs. Three quarters of a mile.

Mr. Derick Hunter's *Ultimatum* (Mr. Burkill), 10.9 1

Messrs McKie and Gore's *Strathmore* (Mr. Crawford), 10.12 2

Mr. John Peel's *Jim Crow* (Mr. Master), 10.10 3

Captain Lambton's *Amoy* (Mr. Moller), 10.12 0

Mr. Jay's *Grief* (Mr. W. Cox), 11.0 0

Mr. Pugh's *Tourist* (Mr. Wullemier), 10.6 0

Mr. David's *The Prince* (Mr. Royall), 11.3 0

Mr. Robt. Gordon's *Athos* (Mr. Owen), 10.9 0

Mr. J. H. Lewis' *Wizard* (Mr. P. A. Cox), 10.12 0

Mr. Thorne's *Variety* (Mr. Crutchebank), 10.12 0

Mr. Ellis Kelly's *Sirdar* (Mr. Cumming), 11.1 0

The large field was got away fairly well in a bunch, and going up the hill *Jim Crow* was pushed to the front, taking the lead at the Black Rock at a fine strong pace. Mr. Master rode him hard down hill, and entering the straight he was leading by several lengths. A flourish of whips brought on the other ponies, and *Ultimatum* and *Strathmore* closed on the leader and ran neck and neck past the Grand Stand. *Ultimatum*, with a wide stride, passed the winning post first, winning by a neck from *Strathmore*, *Jim Crow* losing second place by a very short head. Time—1.41.

THE POORHOLE CUP.

A sweepstakes of \$5 each with \$100 added; second pony to receive \$50; for China ponies; weight for inches as per scale; griffins on date of entry allowed 3 lbs.; subscription griffins of this season, 1898-99, allowed 7 lbs. One mile.

Mr. Hopeful's *Tyde* (Mr. W. W. Cox), 11.4 1

Messrs McKie and Gore's *Menage* (Mr. Crawford), 10.12 0

*Tyde* had the race easily in hand the whole way, but allowed *Menage* to pass him going round at the bridge, and there was a race up the hill and round to the straight. *Tyde* ultimately winning by about twenty lengths. Time—4.44.

THE HONGKONG DERBY.

A sweepstakes of \$20 each with \$1,500 added; half forfeit if declared on or before day of closing entries; for China ponies; weight for inches as per scale; griffins on date of entry allowed 3 lbs.; subscription griffins of this season, 1898-99, allowed 7 lbs. One mile.

Mr. Buxey's *Wild Rose* (Mr. Wullemier), 10.12 1

Messrs McKie and Gore's *Strathmore* (Mr. Crawford), 10.12 2

Mr. John Peel's *Seaweed* (Mr. Master), 11.1 3

Mr. Derick Hunter's *Century* (Mr. Burkill), 10.12 0

Mr. David's *Douglas* (Mr. Royall), 10.12 0

Mr. John Peel's *Centipede* (Mr. Crutchebank), 11.1 0

Mr. David's *Lionel* (Mr. Moller), 11.1 0

Mr. Glenday's *Aberdeen* (Mr. Cumming), 11.4 0

Mr. J. H. Lewis' *Wizard* (Mr. P. A. Cox), 11.1 0

Mr. Hopeful's *Obi* (Mr. W. W. Cox), 11.1 0

The weather brightened at the start of the Derby, for which a very large field entered. This was the most open Derby for many a year. Some little difficulty was had at the post, but the ponies ultimately got away to a straggling start, and went up the hill in a bunch. At the Black Rock *Seaweed* was leading, but *Century* went up, the ponies came down the straight very well together, and passing the Grand Stand, *Centipede* was leading with *Seaweed*, *Century* and *Wild Rose* close together. *Centipede* led round to the hill, and then tailed off at the Rock to *Seaweed*. Round by the village *Wild Rose* came out, followed by *Strathmore* and ran straight to the straight. In the run home *Wild Rose* took the lead, and swept down at a rattling pace, increasing his distance from *Seaweed*, who was hard pressed by *Strathmore*. *Wild Rose* won easily by several lengths, *Strathmore* securing second place by a neck. Time—3.29.

THE LEBLANC CUP.

A sweepstakes of \$5 each with \$50 added; second pony to receive half the entrance fee; for China ponies; weight for inches as per scale; previous winners at this Meeting 7 lbs. extra; subscription griffins of this season 1898-99, allowed 7 lbs.; entrance \$10. One mile and a quarter.

Mr. Derick Hunter's *Charger* (Mr. Burkill), 11.1 1

Mr. John Peel's *Montebello* (Mr. Master), 10.12 2

Mr. Buxey's *White Rose* (Mr. Wullemier), 11.1 3

Mr. Orr's *Rockwood* (Mr. Moller), 11.7 0

Messrs McKie and Gore's *Strathmore* (Mr. Crawford), 11.1 0

Mr. G. H. Potts' *Zodiac* (Mr. P. A. Cox), 11.4 0

The ponies were got away fairly well in a bunch, and going up the hill *Jim Crow* was pushed to the front, taking the lead at the Black Rock at a fine strong pace. Mr. Master rode him hard down hill, and entering the straight he was leading by several lengths. A flourish of whips brought on the other ponies, and *Ultimatum* and *Strathmore* closed on the leader and ran neck and neck past the Grand Stand. *Ultimatum*, with a wide stride, passed the winning post first, winning by a neck from *Strathmore*, *Jim Crow* losing second place by a very short head. Time—1.41.

THE FOOTBALL SCHEDULE.

Committee met last night and drew the lots for the third round and for the semi-finals as follows:—

THIRD ROUND.

I.—Royal Engineers v. Winners of (A. Co. R. W. F. v. Hongkong Football Club). To be played on Saturday, March 4.

II.—25th Company Eastern Division R.A. v. H.M.S. *Powerful*. To be played off on or before March 11.

III.—H.M.S. *Victorious* v. Winner of (25th Company Southern Division R.A. v. B. Co. R. W. F.). To be played on Thursday March 9.

IV.—G Company R. W. F. v. 38 Company Southern Division R.A. To be played on Saturday March 11.

This round must be completed on or before March 11.

SEMI-FINALS.

Winner of IV v. Winner of II. To be played on Thursday, March 10.

Winner of III v. Winner of I. To be played on Saturday, March 13.

FINAL.

The Final Tie for the Hongkong Football Challenge Shield will be played on Saturday, March 25, on the ground of the Hongkong Football Club.

The first-mentioned team in each tie has choice of ground and must supply ball. Matches must commence not later than at half-past four.

NEWS FROM THE PHILIPPINES.

FINDING OF THE SCOUTS' BODIES.

THE NAMES of two more Filipino boys have been added to the rapidly-growing death list of the regiment. They are those of Privates Anthony Nielson and Buckard, both of Company C, whose remains were brought in from beyond Calocan on Sunday, 7th inst. in company with two comrades, all having leave of absence, joined a company of the Kanana boys going to the front. During a pause in the firing between our troops and the insurgents massed in the thick woods away to the right of the railroad track and beyond our new entrenchments, the boys slipped into a deep gorge and a half beyond our line advanced a mile and a half, where they were finally taken by the enemy. Nielson and Buckard, who were sheltered behind a natural breastwork shaded by a tall bamboo, at the extreme end of the canyon. From here they could easily look into the timber 100 yards in front and observe all movements of the enemy. What occurred after reaching this point can only be surmised. Nielson and Buckard, who were members of Company C, who accompanied them, reported lack at company quarters Tuesday evening and stated that being fired on by large bodies of insurgents in the timber they had retreated, leaving Nielson and Buckard to follow. Their failure to appear on our lines is deplored, as the two dead soldiers could have undoubtedly been rescued by our troops.

REPORTED SEIZURE OF AMERICAN STEAMERS.

The Manila Times of 15th Feb. says:—A report has reached here of the seizure by the insurgents of the American steamers *Schuyler*, *San Joaquin*, *Don Jose*, *Gloria*, *San Pedro*, the captain of the latter boat being murdered. The report is confirmed at the present time, but it is feared that the crews of the above-mentioned steamers mutilated and turned their vessels over to the insurgents, as was done with the steamer *Compania de Filipinas* soon after the Spanish war began.

The *San Joaquin* was taken for Cavayan, Currimar, and Appari, and Santa Domingo on February 1st; and the *Gloria* also left for Cavayan, Currimar, and Appari on the last of February. These steamers have been long overdue and this gives some colour to the above report, but not for much longer.

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THE NEW YORK HERALD has obtained from about five hundred American newspapers expressions as to their attitude on the question of expansion. Of 241 Republican papers, 203 were in favour of expansion and 38 against. Of 176 Democratic papers 124 were in favour of expansion and 52 against. Of 58 independent papers, 35 declared for expansion and 23 against. A classification of the results according to sections of the country shows that the south is the only portion of the country against expansion, 124 against. In the west the vote was 120 for and 61 against. New England declared for expansion by vote of 61 to 42. In the three middle states the vote was 63 for and 36 against. New York state voting two to one for expansion—34 to 17.

MR. NORTON KYSHE'S BOOK.

HISTORY OF THE LAWS AND COURTS OF HONGKONG.

The following notice of Mr. J. Norton Kyshe's book, "The History of the Laws and Courts of Hongkong," is supplied by the correspondent:—

The book before us is certainly a treasure to the author's industry. To compile two bulky volumes containing a total of over 1300 pages in the spare hours of two and a half years or less, is a task which anyone might be proud to complete. We gather too from these being no acknowledgements of assistance in the preparation of the book, that the author has done it all by himself.

The title is modest, but the work is very little indeed about the laws of Hongkong. There is hardly a single reference to the proceedings of the Legislative Council, and there is no attempt to deal with the subject methodically and critically. The history resolves itself into a mere chronicle of the words of the laws, with very occasionally a word or two in explanation of their provisions. The short paragraphs which contain these particulars are hidden under a tedious record of countless petty events in the lives and careers of each officer of the Supreme Court, and of his fathers and his cousins and his sons, and a detailed account of the with the greatest zest, of the squabbles of cantankerous and eccentric lawyers. The book in fact consists of a collection of outtings from the local papers and the Government Gazette, arranged in the strictest chronological order, and the author's comments, where he permits himself any, are rarely of any value. We are at a loss to imagine the end proposed to himself by Mr. Kyshe. Throughout the work he notes occurrences which have only the remotest connection with the laws and courts of Hongkong, and which in important cases can only be traced to a remote ancestor. We regret that we must have Mr. Kyshe with his own petard or motto. His "collection of records" does not appear to be the result of professional knowledge and skill of a very high order.

THE U. S. NAVAL BILL.

WHERE TO PLACE A COMMODORE.

Washington, January 13.—The House today entered upon the consideration of the naval personnel bill. It developed much less opposition than was anticipated, and the bill was passed by a large majority when it was placed upon its passage to-morrow. The last vestige of opposition to the measure from the line officers of the Navy was removed to-day, when an amendment was adopted designed to prohibit the placing of a general officer in command of a ship, upon whom the bill confers positive and general authority to command save in their own corps. The committee also asserted its purpose to offer an amendment to-morrow to repeal the law giving prize money to the Navy, and this amendment met with warm approval. The speeches of the day were filled with glowing allusions to the great glory of our naval victories to the late war, and Berry of Kentucky created a great deal of enthusiasm by his eulogy of Schley as the hero of Santiago.

Under the special order adopted on Monday last the House went into the consideration of the whole, with Hopkins of Illinois in the chair, and proceeded to the naval personnel bill. The bill was read and the clause of general debate failed, and Foss (R.) of Illinois, who was in charge of the bill, took the floor with a general argument in support of the measure. Since 1882, he said, we had devoted ourselves to building a new Navy, but no attention had been paid to the personnel to the Navy. Men were as important as ships. The basis of the present bill was a general board of naval officers, at the head of which was the Chief of Naval Operations, and composed of officers of the line and staff. This proposed change in the personnel of the Navy was revolutionary, he admitted, but it was necessary to keep pace with the great changes in the construction and nature of our modern war-ships.

The increase in the number of officers provided by the bill was ninety-nine. We had acquired 193 additional vessels during the war with Spain. Besides fifty-five ships were now under construction. These vessels must be officered. Foss gave notice that he intended at the proper time to offer an amendment to abolish "prison money" in the Navy. The voluntary retirement fund was re-enforced by the experience of the war. Its purpose was to give officers a pension at 45. Dewey was at Manila, but he had command rank at 34, and it was his twenty-five years' experience in command that made him the brilliant victor at Manila. The same was true of Sampson, Schley, Clark, Evans and the others. Their services were not given for nothing. The bill was passed by a large majority when it was placed upon its passage to-morrow. The last vestige of opposition to the measure from the line officers of the Navy was removed to-day, when an amendment was adopted designed to prohibit the placing of a general officer in command of a ship, upon whom the bill confers positive and general authority to command save in their own corps. The committee also asserted its purpose to offer an amendment to-morrow to repeal the law giving prize money to the Navy, and this amendment met with warm approval. The speeches of the day were filled with glowing allusions to the great glory of our naval victories to the late war, and Berry of Kentucky created a great deal of enthusiasm by his eulogy of Schley as the hero of Santiago.

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**DATA**

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THE FAST ROUTE BETWEEN OCEAN, JAPAN AND EUROPE

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PROPOSED SAILINGS FROM HONGKONG.  
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EMPRESS OF CHINA...Comdr. B. ARCHIBALD, R.N.R.... WEDNESDAY, 5th April /99.  
EMPRESS OF INDIA...Comdr. O. F. MARSHALL, R.N.R. WEDNESDAY, 26th April /99.

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**D. E. BROWN, General Agent,  
HONGKONG, February 14, 1899.**

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Northern Pacific Railway Co.				Oregon Railroad & Navigation Co.			
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Theresa	2811A	A. Dixon	Feb. 28 Columbia	1976T	H. Dobson	April 11	
Glenlog	3720T	McGillivray	Mar. 21 Monmouth	2874V	A. E. Benson	May 6	
Olympia	3837T	Trubridge	April 1 Leavenworth	3271T	J. O. W. Benson	June 3	
Pictoria	2803 J.	Fanton	April 25 Columbia	2970T	H. Dobson	July 6	

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Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.  
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<b>NORTH GERMAN LLOYD</b>	<b>HAMBURG AMERICA LINE</b>
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PROJECTED SAILLINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

Steamers.	Destination.	Sailing Dates.
* S. S. <i>STILERSIA</i> , Capt. BERRINS,	HAMBURG/BREMEN, (London with transhipment in E. burg)	(About 15th March.) Freight Passage.
S. S. <i>SUEVIA</i> , Captain FORSTER,	HAMBURG/BREMEN, (London with transhipment in E. burg)	(About 22nd March.) Freight.
S. S. <i>WITTENBERG</i> ,	HAMBURG/BREMEN, (London with transhipment in E. burg)	(About 30th March.) Freight.

**S. S. NURNBERG,** } HAVRE, HAMBURG, BASLE, (London) About 8th } Freight,  
Capt. V. BINZER, } with transhipment in H'burg. } April.

\* These Steamers have Superior Accommodation for Passengers, and carry Doctor and Stewardses.

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For further particulars as to Freight, Passage, &c., apply to

**CARLOWITZ & Co., Agents.**

Hongkong, February 21, 1899.

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**NIPPON YUSEN KAISHA,**

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
“SCORPION” (M.B.).	SINGAPORE, COLOMBO and	TUESDAY, 21st

	R. NUMOME	BOMBAY	Feb., at noon
and	KASUGA MARU,	THURSDAY ISLAND, TOWNS	FRIDAY, 24th
and	E. W. HASWELL,	WILLIAMSBURG, SYDNEY	Feb., at 4 p.m.
and		and MELBOURNE.	
and		MARSHALLS, LONDON, and	THURSDAY, 2nd
and	HITACHI MARU,	ANTWERP, via Singapore	March, at 4 p.m.
and	C. HILLCOCK	PERMAN, COLOMBO, and Pona Siao.	
and		NAGASAKI KOBÉ and	FRIDAY, 3rd
and	OMI MARU,	YOKOHAMA	March, at 4 p.m.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities of the United States, Canada and Europe, in connection with the Great Northern Railway and ATLANTIC STEAMSHIP.

For further information as to Freight, Passage, Sellings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.

**A. S. MIHARA, Manager.**

Hongkong, February 14, 1909.







## AGENTS FOR THE CHINA MAIL.

**PARIS AND EUROPE**—MAYNARD, PAVES & Co., 15, Rue de la Grange-Baudouin.

**NEW YORK**—The Overseas Express Co., 15, West 3rd Street.

**LONDON**—B. LLOYD, 11 & 12, Cannon Street, London, E.C. 4.

**BRISBANE**—Messrs. J. & J. GORDON, 10, Queen Street, Brisbane.

**SAN FRANCISCO**—Messrs. J. & J. GORDON, 10, Market Street, San Francisco.

**AUSTRALIA, TASMANIA, AND NEW ZEALAND**—Messrs. J. & J. GORDON, 10, Market Street, Sydney.

**CEYLON**—Messrs. J. & J. GORDON, 10, Market Street, Colombo.

**SINGAPORE, STRAITS, &c.**—Messrs. J. & J. GORDON, 10, Market Street, Singapore.

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**HONGKONG**—Messrs. J. & J. GORDON, 10, Market Street, Hongkong.

## INSURANCES.

**THE IMPERIAL MARINE INSURANCE Co., Ltd., TOKYO.**

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**GEO. R. STEVENS & Co., Agents.**

Hongkong, January 5, 1899. 45

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Subscribed Capital £2,750,000.00  
Paid-up Capital £2,687,500.00  
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HAVING been appointed Agents of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS AT CURRENT RATES.

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Hongkong, June 22, 1898. 1537

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(Instituted in the Reign of Queen Anne A.D. 1714).

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CAPITAL PAID UP, £180,000.

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TOTAL ANNUAL INCOME, £902,267.

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**HARRY WICKING & Co., Agents.**

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Hongkong, September 27, 1897. 1927

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**CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11.30 p.m.**

Monthly Boarders at Moderate Rates.

**Madar & Farmer, Proprietors.**

Hongkong, September 3, 1898. 1738

**METROPOLE HOTEL, SAKEL-WAN ROAD.**

A Easy and delightful drive from the City.

**BILLIARDS.**

**CHAS. DALTON, Manager.**

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**KOWLOON HOTEL, BRITISH KOWLOON.**

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**J. WILLIAM OSBORNE, Proprietor and Manager.**

Hongkong, January 9, 1899. 79

**CARMICHAEL & BARLOW, Consulting Engineers and Surveyors.**

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NEW AND SECOND-HAND LAUNCHES FOR SALE.

DESIGNS and Specifications for all Classes of Steamships; Launches a specialty. New Work and Repairs supervised.

Telephone No. 111.

**H. F. CARMICHAEL, H. F. BARLOW.**

Hongkong, December 8, 1898. 649

**THE BACK DOOR.**

THE Series of Articles entitled "THE BACK DOOR," which appeared in the China Mail, have been reprinted, and may be obtained in Pamphlet form.

Price per Copy, 50 Cents.

**China Mail Office.**

## Notices to Consignees.

**THE EAST ASIATIC CO., LIMITED.**

**NOTICE TO CONSIGNEES.**

**FROM COPENHAGEN, COPENHAGEN AND ANTWERP.**

THE Company's Steamship *Malaya* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the undersigned before Noon, on the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 10 a.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent. Bills of Lading will be countersigned by **ARNHOLD, KARBURG & Co., Agents.**

Hongkong, February 15, 1899. 383

**STEAMSHIP CALEDONIAN.**

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**NOTICE TO CONSIGNEES.**

CONSIGNEES of cargo from LONDON and HAVRE, on S. S. *Charente*, and BORDEAUX, on S. S. *Ville de Dunkerque*, and other vessels, are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuable Goods, are being landed at their risk into the Godowns of the HONGKONG, KOWLOON WHARF & GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 a.m. on the 22nd instant, or they will not be recognized.

Bills of Lading will be countersigned by the undersigned, the 21st instant, at Noon, will be subject to rent and landing charges. All Claims must be sent in to me on or before the 21st instant, the 21st instant, at 4 p.m. No Fire Insurance has been effected.

**G. DE CHAMPEAUX, Agent.**

Hongkong, February 13, 1899. 31

**NOTICE TO CONSIGNEES.**

**THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER PARRAMATTA.**

**FROM BOMBAY, COLOMBO AND STRAITS.**

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG WHARF & GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From LONDON, via S. S. *Orontes*. From AUSTRIA, via S. S. *Austria*. From PERSIA, via S. S. *Persia*. From B. & P. S. N. C.'s *Steamers*.

Optional Goods will be landed here unless the Consignees give notice to the contrary before 6 p.m. on the 21st instant. Goods not cleared by the 22nd instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here after which no Claims will be recognized.

**H. A. RITCHIE, Superintendent.**

Hongkong, February 17, 1899. 407

**NOTICE TO CONSIGNEES.**

**FROM NEW YORK AND SINGAPORE.**

THE Steamship *Lia*, Captain H. F. JACOB, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG WHARF & GODOWN CO., LTD., at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the undersigned before the 24th instant, at 2.30 p.m.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **SHEWAN, TOMES & Co., Agents.**

Hongkong, February 17, 1899. 403

**NORTHERN PACIFIC STEAMSHIP COMPANY.**

**NOTICE TO CONSIGNEES.**

**STEAMSHIP TACOMA, FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.**

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**DODWELL & Co., LIMITED, Agents.**

Hongkong, February 20, 1899. 428

**FOR SALE.**

A COMPLETE REPORT in Pamphlet Form, of the proceedings in the *Luna* Case of **R. G. V. PITMAN**, containing a full account of the Criminal Proceedings, with connected correspondence, and comments of the Press. To which is now added a Report of the *PITMAN V. KESWICK* Case.

Price per Copy, 50 Cents.

**China Mail Office.**

## Auctions.

**GOVERNMENT NOTIFICATION.**

**No. 65.**

THE following Particulars and Conditions of SALE OF CROWN LAND by PUBLIC AUCTION, to be held on the 22nd day of February, 1899, at 11 a.m., are published for general information.

By Command, **T. BERNARD SMITH, Acting Colonial Secretary.**

Hongkong, 4th February, 1899.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on WEDNESDAY, the 22nd day of February, 1899, at 11 a.m., by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 Years.

Particulars of the Lots.

Boundary Measure.

Area.

Remarks.

1. Lot No. 1721.

2. Lot No. 1722.

3. Lot No. 1723.

4. Lot No. 1724.

5. Lot No. 1725.

6. Lot No. 1726.

7. Lot No. 1727.

8. Lot No. 1728.

9. Lot No. 1729.

10. Lot No. 1730.

11. Lot No. 1731.

12. Lot No. 1732.

13. Lot No. 1733.

14. Lot No. 1734.

15. Lot No. 1735.

16. Lot No. 1736.

17. Lot No. 1737.

18. Lot No. 1738.

19. Lot No. 1739.

20. Lot No. 1740.

21. Lot No. 1741.

22. Lot No. 1742.

23. Lot No. 1743.

24. Lot No. 1744.

25. Lot No. 1745.

26. Lot No. 1746.

27. Lot No. 1747.

28. Lot No. 1748.

29. Lot No. 1749.

30. Lot No. 1750.

31. Lot No. 1751.

32. Lot No. 1752.

33. Lot No. 1753.

34. Lot No. 1754.

35. Lot No. 1755.

36. Lot No. 1756.

37. Lot No. 1757.

38. Lot No. 1758.

39. Lot No. 1759.

40. Lot No. 1760.

41. Lot No. 1761.

42. Lot No. 1762.

43. Lot No. 1763.

44. Lot No. 1764.

45. Lot No. 1765.

## Intimations.

**JAPANESE FINE ART CURIOS.**

**KUHN & KOMOR,**

21 & 23, Queen's Road, Hongkong; 35, Water Street, Yokohama; and 35, Division Street, Kobe.

**NOTICE.**

MR. COLIN MOORE SMART has this Day been authorized to Sign Our FIRM for prosecution.

**BAIN & REID, Hongkong, December 5, 1898.**

**THE CHINA AND JAPAN TELEPHONE Co., Ltd.**

**HONGKONG EXCHANGE.**

**OPEN DAY AND NIGHT.**

**SUBSCRIPTIONS.**

**EXCHANGE LINES.**

**PRIVATE LINES.**

**NO CHARGE FOR INSTALLATION.**

**N.B.—A special charge is made for lines of more than average length.**

**ELECTRIC SUPPLIES.**

**DESCRIPTION IN STOCK.**

**INCLUDING.**

**BATTERIES.**

**CHIMNEYS.**

**LIGHTING CONDUCTORS.**

**SWITCHES.**

**TELEPHONES.**

**WIRE, ETC., ETC.**

**PRICE LISTS.**

**ON APPLICATION.**

**ELECTRIC BELL INSTALLATIONS.**

**Erected and kept in order.**

**Estimates given for all kinds of Electrical work.**

**Trained Mechanics sent to Out-Ports to fit up Installations if required.**

**NOTE ADDRESS:—13 PRINCE CENTRAL.**

**For full particulars &c., &c., Apply to**

**W. STUART HARRISON, Manager.**

Hongkong, January 18, 1899. 140

**A RAMBLE THROUGH SOUTHERN FORMOSA.**

**By Mr. G. TAYLOR.**

**With Woodcuts.**

**[Reprinted from the China Review.]**

**One of the Best Sketches of Formosa Life yet written.**

**May be had—Price, 2s.—at Messrs. LAM, CHAMBERS & Co., and Messrs. KELLY & WALSH, LONDON, HONGKONG; also, Mr. N. WATSON, AMOY.**

**THE CHINESE MAIL.**

**報日字華**

**(Wah Yat Po)**

THIS paper is now issued every day.

The subscription is fixed at Six Dollars per annum delivered in Hongkong, or Two Dollars in a single postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantees and securities necessary to place it on a business and legal footing.

The proprietors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. If on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners, like English journals (it contains Editorial, with Local, Shipping, and Commercial News and Advertisements).

Subscription orders for the above may be sent to

**BAIN & REID, China Mail Office.**

**WARNING BOOKS.**

**(In English and Chinese.)**

**WARNERMAN'S BOOKS, for the use of Lodges and Companies, can now be had at this Office—Price, 2s. each.**

**China Mail Office.**

## Merchant Vessels in Hongkong Harbour.

*Exclusive of late arrivals and departures reported to-day.*

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing from Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Shipping wharf midway between each shore are marked *c*, in conjunction with the figure denoting the section.

**Section.**

- From Green Island to the Gas Works.
- From Gas Works to Jardine's Wharf.
- From Jardine's Wharf to the Harbour Office.
- From Harbour Office to the Market.
- From the Market to Peddar's Wharf.
- From Peddar's Wharf to the Naval Yard.

**Section.**

- From Naval Yard to Blue Buildings.
- From Blue Buildings to West Point.
- From West Point to North Point.
- From North Point to Kowloon Wharf.
- Jardine's Wharf.

Vessel's Name.	Flag and Reg.	Tons net.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
<b>Steamers.</b>						
Anping	3 c Stewart	Chal. str.	1188	Feb. 18	M. S. S. N. Co.	Shanghai
Athenian	1 c Howat	Brit. str.	8833	Dec. 20	O. P. R. Co.	To-day. K'loon Dock
Austrian	1 c Deane	Brit. str.	5096	Feb. 12	Chas. Livingston & Co.	Sydney, &c. Feb. 24.
Chiyu Maru	1 c Davis	Brit. str.	1052	Feb. 19	Jardine, Matheson & Co.	S'pore & Calcutta Feb. 24.
China	1 c Voss	Ger. str.	1275	Jan. 27	Siemens & Co.	
Chiyo Maru	4 c Yamato	Japan. str.	1052	Feb. 19	Dodwell & Co., Ltd.	
Chunsaug	1 c Buller	Brit. str.	1418	Feb. 12	Jardine, Matheson & Co.	
Chusan	1 c Wendt	Ger. str.	624	Feb. 20	Siemens & Co.	
Dagmar	1 c Nielson	Norw. str.	830	Feb. 14	Geo. B. Stevens & Co.	
Deception	1 c Beach	Brit. str.	1887	Feb. 10	Butterfield & Swire	
Derwent	1 c Smith	Brit. str.	1037	Feb. 18	Yuen Fat Hong	
Doria	1 c Smith	Brit. str.	4073	Feb. 10	O. & O. S. Co.	
Doyo Maru	1 c Sakato	Japan. str.	1321	Feb. 13	Harling, B. & Monzell	
Frickdald	1 c Stewart	Brit. str.	2408	Feb. 12	Dodwell & Co., Ltd.	
Germania	1 c Muller	Ger. str.	1744	Feb. 14	Jensen & Co.	San Francisco
Hailing	1 c Jensen	French str.	705	Feb. 10	A. R. Marty	To-day.
Heiping	1 c Chart	Chi. str.	1220	Feb. 14	C. H. & K. Co.	
Hio	1 c Marice	French str.	705	Feb. 10	A. R. Marty	
Kagima Maru	1 c Nanomo	Japan. str.	2710	Feb. 11	Nippon Yusen Kaisha	K'loon Dock
Kasuga Maru	1 c Haswell	Japan. str.	2214	Feb. 11	Nippon Yusen Kaisha	
Katsuyama Maru	1 c Yamada	Japan. str.	1776	Feb. 21	Dodwell & Co., Ltd.	
Konoura Maru	1 c Shuna	Japan. str.	1408	Feb. 12	Dodwell & Co., Ltd.	
Kwanga	1 c Hagria	Brit. str.	1840	Feb. 12	Butterfield & Swire	
Kwaiyang	1 c Outbridge	Brit. str.	1039	Feb. 12	Butterfield & Swire	
Martha	1 c Krutzfeldt	Ger. str.	1418	Jan. 11	Malabone & Co.	
Natura	1 c Pohl	Danish str.	475	Jan. 12	East Asiatic Co.	
Pura Sang	1 c Waker	Ger. str.	1021	Feb. 11	Yuen Fat Hong	
Propentis	1 c Crawford	Brit. str.	1380	Feb. 14	Huang Sing & Co.	
Satine Rickmers	1 c Newbel	Brit. str.	1338	Feb. 12	Arnold, Karberg & Co.	
Savila	1 c Furek	Ger. str.	1800	Feb. 20	Siemens & Co.	
Singchiang	1 c Dodd	Brit. str.	984	Feb. 8	Butterfield & Swire	
Taomina	1 c Dixon	Brit. str.	1889	Feb. 10	Dodwell & Co., Limited	Manila Fuomo, &c. Feb. 24. Feb. 24.
Tamarind	1 c Dannevig	Norw. str.	798	Feb. 17	Sander, Wieler & Co.	
Tataros	1 c Dealer	Ger. str.	1938	Feb. 20	Siemens & Co.	
Thunsoos	1 c Lohk	Brit. str.	1188	Feb. 11	Wing Kee & Co.	
Tyran	1 c Hannedfeldt	Norw. str.	710	Feb. 9	East Asiatic Trading Co.	K'loon Dock
Ulyssa	1 c Brown	Brit. str.	2381	Feb. 12	Butterfield & Swire	To-day.
Wingang	1 c Sellar	Brit. str.	1617	Feb. 10	Jardine, Matheson & Co.	
Yedo Maru	1 c Saito	Japan. str.	1068	Feb. 12	Japanese	
Yuenanng	1 c Rolfe	Brit. str.	1108	Feb. 18	Jardine, Matheson & Co.	Manila Feb. 24.
<b>Sailing Vessels.</b>						
Bochdale	1 c Knor	Amer. bge.	1800	Dec. 23	Standard Oil Co.	
Clwyd	1 c Thomas	Brit. bge.	1600	Feb. 27	Order	
Koususko	1 c Lovia	Brit. sh.	1192	Jan. 3	Master	
Pegusus	1 c Moulton	Br. 4-m. bk.	2437	Feb. 4	Standard Oil Co.	
Sachem	2 c Schults	Amer. bge.	1227	Feb. 10	Standard Oil Co.	
St. Mark	1 c Ouder	Amer. sh.	1900	Dec. 20	Standard Oil Co.	